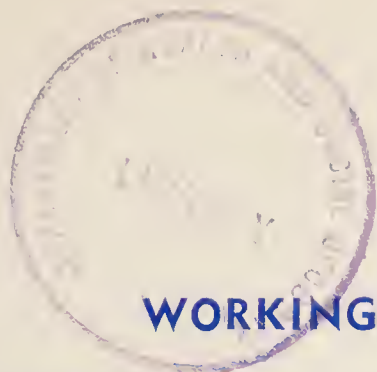


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WORKINGTON
PORT HEALTH AUTHORITY




Annual Report

of

The Port Medical Officer

J. L. HUNTER, M.B., Ch.B., D.P.H.

FOR THE YEAR 1968



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MEMBERS OF THE WORKINGTON
PORT HEALTH AUTHORITY

Chairman:

COUNCILLOR J. E. MILLER
(Workington Borough)

COUNCILLOR J. G. BARNETT (Cockermouth R.D.C.)

„ J. BROWN (Cockermouth R.D.C.)

„ W. J. CONNOR (Workington Borough)

„ T. G. EDWARDS (Workington Borough)

„ C. F. JOHNSTON (Ennerdale R.D.C.)

„ J. SINCLAIR (Workington Borough)

„ J. R. WHITE (Workington Borough)

„ W. C. WHALLEY (Workington Borough)

ALDERMAN W. A. WALKER (Workington Borough)

PUBLIC HEALTH DEPARTMENT,

TOWN HALL,

WORKINGTON.

January, 1969.

*To the Chairman and Members of the
Workington Port Health Authority.*

Mr. Chairman and Members,

I beg to present my Annual Report for the year 1968. The report is prepared in accordance with Ministry of Health Form 20 dated October, 1952.

The Port continued to operate smoothly during the year and the trade handled increased considerably, 47 more ships arrived and imports rose by 376,849 tons, though exports fell by 11,446 tons.

The increase in imports related mainly to increased traffic in ore but trade in potatoes, ammunition, sulphur and perlite commenced during the year.

No case of infectious disease was notified from the Port during the year and no major sanitary problems arose in connection with the ships or harbour installations. No live rats were recovered from any ship nor was any trace of infestation found on any vessel.

SECTION I—STAFF.

<i>Name of Officer.</i>	<i>Nature of Appointment.</i>	<i>Date of Appointment.</i>	<i>Any Other Appointments Held.</i>
George McKay Porter, Solicitor	Clerk.	March, 1959	Town Clerk, Borough of Workington.
James L. Hunter, M.B., Ch.B., D.P.H.	Port Medical Officer of Health.	July, 1950	Medical Officer of Health, Borough of Workington Western Area Medical Officer, Cumberland County Council.
Ronald E. Fletcher, M.B., Ch.B.	Deputy Port Medical Officer.	October, 1941	Private Practitioner
*†‡ Donald A. Fogg,	Port Health Inspector	December, 1964	Chief Public Health Inspector, Borough of Workington.
*Charles E. Pearson	Assistant Port Health Inspector	November, 1948	Assistant Public Health Inspector, Borough of Workington.

*Holds the statutory qualifications as a Public Health Inspector.

†Holds the Meat and Other Foods Certificate of the R.S.H.

‡Holds the Smoke Inspectors Certificate.

Address and Telephone Number of the
Port Medical Officer:—

PUBLIC HEALTH DEPARTMENT,

TOWN HALL, WORKINGTON.

PHONE: WORKINGTON 2251.

TELEGRAPHIC ADDRESS: PORTEALTH, WORKINGTON,

SECTION II.
SHIPPING ENTERING THE PORT DURING THE YEAR.

<i>Ships from</i>	<i>Number.</i>	<i>Net Tonnage.</i>	<i>Number Inspected.</i>		<i>Number of ships reported as having, or having had, during the voyage, infectious disease on board.</i>
			<i>By the Medical Officer of Health.</i>	<i>By the Port Health Inspectors.</i>	
Foreign Ports	126	214,525	3	126	Nil
Coastwise	233	61,568	—	35	Nil
Total	359	276,093	3	161	Nil

SECTION III.
CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

Passenger Traffic:

Number of passengers Inwards ...	...	4
Number of passengers Outwards ...	...	—

Cargo Traffic:

The number of vessels arriving increased by 47 as compared with 1967, imports increasing by 376,849 tons.

IMPORTS.

<i>Coastwise.</i>					<i>Tons.</i>
Petroleum	...	...	...	...	61,376
Ore	...	...	...	...	4,813
Pig Iron	...	...	...	...	1,810
Potatoes	...	...	...	...	1,619
Bricks and Ganister	...	...	...	...	1,521
Scrap Steel	...	...	...	...	1,179
					72,318

<i>Foreign.</i>					
Ore	...	...	...	...	584,335
Perlite	...	...	...	...	16,296
Pig Iron	...	...	...	...	7,334
Sulphur	...	...	...	...	6,326
Wood Pulp	...	...	...	...	5,722
Aluminium Ingots	...	...	...	...	1,324
Fertiliser	...	...	...	...	1,079
Phosphates	...	...	...	...	875
Ammunition	...	...	...	...	285
					623,576

Total Imports ... 695,894

Exports decreased by 11,446 tons as compared with 1967.

EXPORTS.

<i>Coastwise.</i>					<i>Tons.</i>
Ingot Moulds	...	...	...	...	7,693
Coal	...	...	...	...	2,857
Tar	...	...	...	...	1,062
Rails	...	...	...	...	665
Fishplates	...	...	...	...	294
					<hr/> 12,571 <hr/>
 <i>Foreign.</i>					
Ingot Moulds	...	...	...	...	25,843
Soleplates	...	...	...	...	1,583
Pitch	...	...	...	...	1,475
Scrap	...	...	...	...	1,184
General Cargo	...	...	...	...	813
Pig Iron	...	...	...	...	522
					<hr/> 31,420 <hr/>
Total Exports					<hr/> 43,991 <hr/>

Ports from which Ships arrived.

Foreign— 126.

Belgium	...	...	...	Brussels	...	...	...	2
Brazil	...	...	...	Macapa	...	...	...	4
Denmark	...	...	...	Frederiksvaerk	...	...	...	1
Egypt	...	...	...	Alexandria	...	...	...	1
France	...	...	...	Bayonne	...	...	...	3
				Les Sables	...	...	...	1
				Rouen	...	...	...	1
Holland	...	...	...	Rotterdam	...	...	...	3
				Ymuiden	...	...	...	5
Italy	...	...	...	Oristano	...	...	...	18
				Sardinia	...	...	...	1

Morocco	...	...	...	Casa Blanca	...	...	...	1
Norway	...	...	...	Kirkenes	...	...	...	41
				Larvik	...	...	...	2
				Moi Rana	...	...	...	10
				Tofte	...	...	...	3
				Husnes	...	...	...	3
				Kristiansand	...	...	...	1
Poland	...	...	...	Gdansk	...	...	...	3
				Stettin	...	...	...	1
Russia	...	...	...	Poti	...	...	...	3
				Murmansk	...	...	...	1
Sierra Leone	...	...	...	Pepel	...	...	...	1
Spain	...	...	...	Almeria	...	...	...	3
Sweden	...	...	...	Oxelosund	...	...	...	5
South Africa	...	...	...	Port Elizabeth	...	...	...	7
West Africa	...	...	...	Pointe Noire	...	...	...	1

Coastwise—233.

Arklow	...	...	...	1	Isle of Gigha	...	...	1
Avonmouth	...	...	...	1	Llandarcy	...	...	7
Barrow	...	...	...	6	Letterkenny	...	...	1
Belfast	...	...	...	16	Liverpool	...	...	2
Birkenhead	...	...	...	2	Loch Boyes Dale	...	...	1
Bromborough	...	...	...	1	Londonderry	...	...	3
Coleraine	...	...	...	2	Manchester	...	...	5
Dingle	...	...	...	3	Mostyn	...	...	2
Douglas	...	...	...	3	Newry	...	...	3
Drogheda	...	...	...	1	Portishead	...	...	1
Dublin	...	...	...	14	Preston	...	...	5
Fleetwood	...	...	...	1	Runcorn	...	...	2
Fishing Grounds	...	...	...	1	Sharpness	...	...	1
Garston	...	...	...	1	Stanlow	...	...	57
Glasgow	...	...	...	3	Swansea	...	...	3
Greenock	...	...	...	28	Waterford	...	...	2
Heysham	...	...	...	39	Weston Point	...	...	2
Holyhead	...	...	...	7	West Port	...	...	1
Irlam	...	...	...	2	Wicklow	...	...	1
				Widnes	...	...	...	1

The number of vessels that entered the Port during 1968 was 359 as compared with 312 in the previous year. The following table gives the numbers arriving since 1959.

<i>Year.</i>	<i>Number.</i>	<i>Total Net Tonnage.</i>	<i>Total Cargo Tonnage.</i>
1959	418	303,251	685,774
1960	544	475,216	1,046,696
1961	464	288,194	588,909
1962	416	267,802	667,936
1963	424	274,154	611,994
1964	428	346,684	808,881
1965	418	320,180	764,383
1966	305	246,552	663,003
1967	312	205,203	373,582
1968	359	276,093	739,885

The number, by nationalities, of the vessels entering Port were as follows:—

<i>Nationality.</i>					<i>No. of Ships.</i>
British	...	...	...	...	220
Dutch	...	...	...	...	49
Norwegian	...	...	...	...	41
German	...	...	...	...	15
Danish	...	...	...	...	14
Irish	...	...	...	...	4
Swedish	...	...	...	...	4
French	...	...	...	...	4
U.S.S.R.	...	...	...	...	2
Finnish	...	...	...	...	2
Lebanese	...	...	...	...	1
American	...	...	...	...	1
Bulgarian	...	...	...	...	1
Saudi Arabian	...	...	...	...	1
					<hr/> 359 <hr/>

SECTION IV—INLAND BARGE TRAFFIC.

There are no inland waterways connected with the Port and so no inland barge traffic uses the Port.

SECTION V—WATER SUPPLY.

There has been no change in the water supply to the Port. The arrangements work smoothly and samples taken have been satisfactory.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1966.

There has been no change in the arrangements for the passing of information etc. as outlined in my 1965 report.

The arrangements regarding hospital accommodation, surveillance of contacts and disinfections are working smoothly and no changes have been necessary.

SECTION VII—SMALLPOX.

The isolation of suspect or real cases of smallpox is arranged by the hospital services, the reception hospital being the Langley Park Isolation Hospital near Durham. The local consultant is Dr. D. G. Davies, Public Health Laboratory Service, Carlisle.

The vaccination and re-vaccination service provided by the Port Medical Officer is now being used to a much greater extent. The master of every foreign going vessel entering the Port is advised of the service being provided and all crew members who have not been vaccinated within three years are offered free re-vaccination. Fifty-two crew members availed themselves of the service in 1968 as against 11 in 1967.

SECTION VIII—VENEREAL DISEASE.

The arrangements for distribution of information regarding treatment available work smoothly and are unchanged from 1967. It is known that at least 14 crew members have received specialist treatment.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS
DISEASES ON SHIPS.

TABLE D.

<i>Category.</i>	<i>Disease.</i>	<i>Number of cases during the year.</i>		<i>Number of ships concerned.</i>
		<i>Passengers.</i>	<i>Crew.</i>	
Cases landed from ships from foreign ports	—	—	—	—
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	—
Cases landed from other ships	—	—	—	—

During the year 53 crew members were vaccinated against Yellow Fever and 35 against Cholera. These vaccinations were carried out at Carlisle by special arrangement.

SECTION X—OBSERVATIONS ON THE OCCURENCES OF
MALARIA IN SHIPS.

No cases of malaria have been reported during the year.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED
OR SUSPECTED FOR PLAGUE.

No action has been necessary during the year as no vessel has been infected or suspected for plague.

SECTION XII—MEASURES AGAINST RODENTS, IN SHIPS FROM FOREIGN PORTS.

The deratting certificates of all vessels are checked on arrival at the Port. Where renewal is required the whole vessel is inspected by a Port Health Inspector and such measures taken as are required under his supervision prior to the issue of the appropriate certificate.

Each foreign going vessel is inspected on arrival and should any sign of rats be noted the Master would be advised and measures taken.

Should any rats be caught bacteriological and pathological examination would be undertaken by the Public Health Laboratory, Carlisle. However, no rats were caught during the year. In the event of a ship requiring deratting a commercial contractor, either Rentokil of Carlisle or Hivey of Liverpool would be employed.

It has not been necessary to ask for additional rat proofing or other measures as the modern construction of most of the vessels using the port and the nature of the cargo's landed renders additional safeguards unnecessary. The relative cleanliness of the modern ships store rooms and the elimination of most of the familiar nesting places has done much to control rat infestation.

Strict control is exercised over the dock side installations and this has resulted in the virtual elimination of the pests in the dock area.

TABLE E.

Rodents destroyed during the year in Ships from Foreign Ports.

<i>Category.</i>						<i>No.</i>
Black rats	...	...	...	...	...	Nil
Brown rats	...	...	...	...	...	Nil
Species not known	...	...	...	...	...	Nil
Sent for examination		...	...	...	...	Nil
Infected with plague	...	...	...	...	...	Nil

TABLE F.

*Deratting Certificates and Deratting Exemption Certificates
Issued during the Year for Ships from Foreign Ports.*

<i>Number of Deratting Certificates Issued</i>					<i>Number of Deratting Exemption Certificates Issued.</i>	<i>Total Certificates Issued.</i>
<i>After fumigation with</i>	<i>Other</i>	<i>After</i>	<i>After</i>	<i>Total.</i>		
<i>H.C.N.</i>	<i>Fumigant.</i>	<i>Trapping.</i>	<i>Poisoning.</i>			
—	—	—	—	Nil	23	23

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES

TABLE G.

INSPECTIONS AND NOTICES.

<i>Nature and Number of Inspections.</i>		<i>Notices served.</i>		<i>Result of serving Notices.</i>
		<i>Statutory Notices.</i>	<i>Other Notices.</i>	
British	65	Nil	10	Work required carried out
Foreign	96	Nil	5	Work required carried out
	161	Nil	15	

The 15 notices cover the following defects, nuisances or other conditions prejudicial to health:—

	<i>British.</i>	<i>Other Nationalities.</i>
Dirty galley	3	1 Lebanese 1 Irish
Dirty accommodation	1	
Dirty provision store	2	1 Lebanese 1 Irish
Defective, choked or dirty toilets	4	1 Dutch 1 Norwegian
Smoking in galley	1	
Broken portlight	1	1 Irish
Choked galley ventilators	1	1 Dutch
Leaking deck head	2	
Leaking steam pipes in accommodation	1	
Cockroach infestation	—	1 French
	—	—
	16	9
	—	—

SECTION XIV—PUBLIC HEALTH (SHELL FISH) REGULATIONS, 1934 AND 1948.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

The Port is not approved for the landing of Aliens.

SECTION XVI—MISCELLANEOUS.

The arrangements for burial of persons who have died on board ship from infectious disease remains unchanged.

A vessel in the Irish Sea bound for Workington reported by wireless to the coastguards that a crew member had been found apparently dead in his bunk. The Port Medical Officer gave advice to the Master by wireless as to the precautions to be taken and arranged to go out to the vessel. Due to heavy seas, however, this was not possible and the vessel put in to Ramsay and the body was landed there after clearance.

A rather unusual circumstance arose in November. A large "oil slick" was reported in the Solway about a mile off shore and drifting towards the southern part of the coast. Arrangements were made to deal with the oil should it drift ashore but fortunately it started to break up rapidly and remained offshore and no action was necessary. The manner of dealing with such material is now under review so that immediate steps can be taken to eliminate, or at least minimise, the effects should such waste oil etc. be deposited on the coastline.

A large factory has recently been built near the coast line at the northern end of the district for the processing of timber in the manufacture of card. Great care was taken both in the design and the installation of a liquid waste outlet into the Solway but difficulty has been experienced with the considerable quantities of wood pulp fibres which are being discharged. During certain wind and current conditions the water on the foreshore carries large quantities of this material some of which is deposited on the beach and rocky headlands between high and low water marks.

Representations have been made to the management of the company concerned and both immediate and long term measures have been put in hand to eliminate the discharge of wood pulp fibres.

There has been considerable change in the activity at the port during the last 12 months. Many more vessels both large and small are being docked during "dark" tides, a practice that has not been operated for many years. The turn round of vessels has speeded up, due possibly to the use of modern ore carriers and the installation of larger cranes.

The tonnage of cargo handled at the port almost doubled as compared to 1967, reaching a total of 739,885 tons which is over 60,000 tons more than the average for the last ten years. The increase in imports relates mainly to ore but trade in potatoes, ammunition, sulphur and perlite has commenced during the year.

There have been reports during the year of developments proposed for the West Cumberland Ports. Large scale schemes were proposed for the development of Whitehaven, more recently suggestions have been made for some development at Workington, consisting of widening of the dock gates and deepening of the channel to enable larger ore carriers to use the port. However these are in a very early stage and only time will tell if these suggestions come to fruition.

I would like to thank the Secretary and Manager of the Workington Harbour and Dock Company, Mr. J. Z. Bridgewater, the Harbour and Dock Master, Captain D. C. Thomas, and their staffs both in the office and on the dockside, the officers of H.M. Customs and the Pilots for their kind co-operation during the year.

Relations on the dock have, as always, been cordial and much assistance has been given to our Port Health Inspectors and myself.

I wish also to thank the Port Health Inspectors for their continued good work during the year, including the composition of this report.

I am,

Mr. Chairman and Members,

Your obedient Servant,

JAMES L. HUNTER, M.B., Ch.B., D.P.H.

Port Medical Officer,

